

OIL CRISIS THREATENED IN AMERICA

(By Richard Spillane.)
If the people of the United States are to avoid serious embarrassment, it is necessary that earnest attention be given to the question of oil.

We have had a coal age and an electric age. The next will be an oil age. It is dawning. The price of coal advances year by year. The supply is diminishing more and more rapidly. Oil is coming more and more into demand. The discovery of large oil deposits in Texas and California led various railroads to adopt oil for fuel instead of coal. The advent of the automobile greatly increased the need of oil. Every day sees a widening use of oil.

The possibilities of oil in a commercial way have not been more than scratched. Most of the oil now used for fuel is in the line of luxury, or pleasure. The only thing that checks a tremendous broadening of the employment of oil in this country particularly is the inadequacy of the supply.

There is plenty of oil in the world but this country is feeling the pinch of shortage. The shortage threatens to become more and more pronounced. America has oil fields in Pennsylvania, Oklahoma, Illinois, Indiana, Texas and California. In 1904 the production of the United States was 117,000,000 barrels. In 1914 it had risen to 266,000,000 barrels. There is no prospect of a further increase. On the contrary the yield is decreasing. The old fields long ago reached the limit of production. The new fields in Oklahoma, Texas and California give evidence of decline.

A bulletin of the United States bureau of mines issued recently sounds a sharp note of warning. Viewed from any angle, it says, the oil situation is highly unsatisfactory.

It adds:
"It is doubtful if sources of supply, now unknown, can be developed in the United States to compensate over any long period of time for the decline of known fields. It is highly improbable, in fact, that a quantity equal to the present estimated reserves can ever be developed in territory yet to be discovered."

Then it goes on to say that:
"There is at the present time one foreign source of supply that looms large upon the horizon—Mexico. At present, it is generally conceded by oil operators and geologists that the great oil field of the world is on the east coast of Mexico in the territory north and south of Tampico. It is even predicted that this area will produce a quantity of oil in excess of that to come ultimately from the petroleum formations of the United States."

*** It is certain that these Mexican fields will produce very large quantities of oil. The magnitude of the wells is unequalled elsewhere throughout the world and the probable oil bearing area is so great that it is within the bounds of safety to predict

a rapidly increasing and total enormous production.
"The location of these lands within a few miles of tide water, their proximity to the Panama canal, to north, South and Central American points, gives them a unique value. Three hundred and fifty miles of steamer transportation and 175 miles of pipe line across the Isthmus of Tehuantepec will deliver this oil on the west coast of Mexico at a point so advantageously located that it completely commands all markets south of Los Angeles to an including Chile.

"Its location is fortunate for the United States, for it is probably the great source of supply to which the United States must turn in the not distant future."

What is possible and probable in regard to oil is exemplified in California, which has no coal. Oil has come into broader use there than anywhere else in America. That state, which has less than half the population of New York City, consumed last year 110,000,000 barrels of oil, or more than a third of the total production of the United States. Today, to meet its needs, California imports oil from Peru. If New England consumed oil in the proportion that California does, it would require 900,000,000 barrels a year to supply that comparatively small territory.

The United States burns more than 600,000,000 tons of coal annually. Four barrels of oil equal one ton of coal in heat units. On the fuel end alone, therefore, if oil supplanted coal, the United States has a present capacity of at least 2,400,000,000 barrels of petroleum a year. And America is growing and will continue to grow.

The oil question has been brought home to millions of persons by the recent pronounced advance in the price of gasoline. With another million cars added this year to the present number actually in use this gasoline price situation will become more acute unless a change comes over the phase of things.

But the dependence of the automobile upon oil is of minor importance to the world at large compared with the dependence of general industry on oil. Not a wheel of a locomotive moves without oil. More and more agriculture is turning to the tractor and a multitude of gas engines to do its work. Every steamship needs oil for lubrication. More and more new ships are being built that have oil for fuel. Not a battleship or a torpedo boat is being built that is not to be oil driven. Coal takes up a large amount of valuable space. By reason of its bulk and the large amount consumed in attaining speed it limits the radius of a war vessel's action. If coal is not within easy reach fleets are helpless. And coal makes such smoke—smoke that betrays the presence of warships. The oil smoke is controllable. It can be burned to make no smoke. On the other hand the "smoke screen" made intentionally by destroyers closing the air drafts, is an essential part of battle tactics in every fleet today.

Oil makes the ideal fuel for the ship and more particularly the warship. It is cheaper, cleaner, easier and quicker to take aboard; can be stored as ballast, drawn on as needed, carried in bulk sufficient to carry a vessel half way around the world, and it makes little or no smoke, unless smoke is desired.

The Diesel engine will drive the steam engine off the sea.

There is a vast waste in coal. There is a great economy in oil.

If America is not to be hampered greatly in its development, if it is not to halt the constantly increasing drain on its coal fields it must supplement its supply of oil.

There is no way known by which this can be accomplished except by drawing upon the Mexican supply. Mexico has been termed the treasure house of the world. This is because of the vast quantities of gold and silver and copper drawn from wonderful deposits in the centuries since Cortez. Immense as are the riches of Mexico in gold, silver and copper, it is richer in oil than in all the other minerals combined.

Pennsylvania has 50,000 oil wells, Oklahoma has 30,000, California has 30,000. Mexico has less than 65 in the light oil district; yet one well in Mexico, the Cerro Azul No. 4, produces almost as much as all the wells of the Oklahoma fields. In the territory already proven by one company there is ample room with one well to each 10 acres for the sinking of 4,500 wells. If the supply should be conserved by

the drilling of but 45 new wells each year that would insure oil for North America for 100 years.
It is not expected that the producing districts in the Mexican fields will decline as have the oil pools in the United States. The geological conditions are different. Many of the Mexican wells have increased in flow and surpassed the early estimates of their capacity. For example:

| | Initial Prod'n. | Actual flow later |
|---------------------|-----------------|-------------------|
| Juan Casiano, No. 6 | 10,000 | 14,000 |
| Juan Casiano, No. 7 | 20,000 | 28,000 |
| Los Naranjos, No. 1 | 5,000 | 10,000 |
| Los Naranjos, No. 4 | 10,000 | 50,000 |
| Zurita, No. 3 | 30,000 | 80,000 |

The oldest commercial wells in Mexico (Pez, No. 1, in the Ebano district, and Juan Casiano, No. 7) after producing since 1904 and 1907 respectively and from widely separated districts have shown no decrease. The famous Potrero del Llano well, in the southern part of the field, never has produced up to its capacity and is now yielding as much as ever.

Although the Mexican oil territory is on the coast, there is present difficulty in getting the oil to market. Present equipment in pipe lines and steamships cannot possibly handle the full production of all the wells drilled. This production is estimated variously from 330,000 to 500,000 barrels per day. In 1913 the production of these wells was 24,574,500 barrels. Not only was there no decline in the flow from the old wells in 1914, but the 32 new wells brought in represented a possible increase of 196,000 barrels per day in production.

The European war and the internal troubles of Mexico have hampered development greatly. At no time has all operations been stopped, but continuous new development has been interrupted. Now conditions are better, but far from satisfactory. It is of vital concern to the United States that such properties as its citizens own in the territory be undisturbed. The companies pay tribute to Mexico on every gallon of oil they handle. Of the three big foreign companies in the Mexican field two are American. The three big companies are Mexican Petroleum company, the Mexican Eagle company and the Metropolitan Petroleum. The Mexican Petroleum and the Metropolitan Petroleum company are American. The Mexican Eagle is British. Personality means much in the oil industry. In the Mexican Petroleum company, Edward L. Doheny is the towering figure. In the Mexican Eagle Lord Cowdray, who was Sir Westman Pearson, is the head. In the Metropolitan Petroleum company, Richard Levering is the directing genius.

One reason for Americans having particular concern just now in the Mexican oil situation as revealed in the bulletin of the United States bureau of mines referred to in the foregoing. That bulletin contains these two paragraphs in addition to those quoted heretofore:

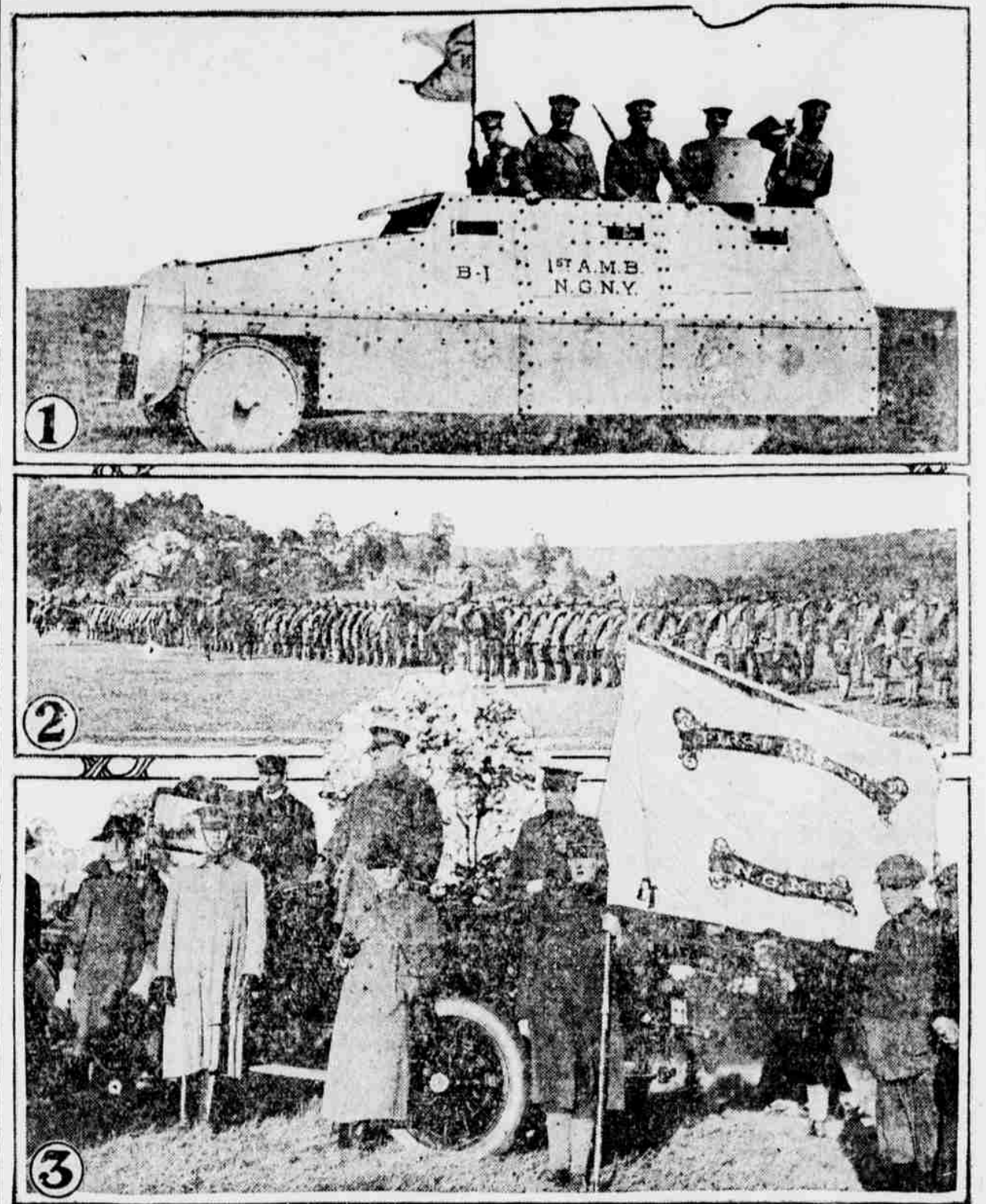
"It is significant that President Runciman, of the board of trade of Great Britain, in the house of parliament said in the course of an address on January 10, 1916, that the future policy of Great Britain would be not only to control the coal of the world, but the supply of oil as well. We have been officially put upon notice and it needed but this culminating bit of testimony to prove a case already well understood by thoughtful students of the petroleum industry.

"It is a well known fact that the Union and probably the Associated Oil companies of California would have passed into British ownership had not the war broken out."

And the Shell company (English) has acquired tremendous holdings in spite of the war.

In other words, if American oil interests in Mexico are not safeguarded they may be gobbled up by Great Britain. What is just as important is the fact that if the United States does not draw more oil from Mexico

WASHINGTON EXPECTS 100,000 MILITAMEN FOR POSSIBLE ACTIVE SERVICE IN MEXICO



No. 1 in the accompanying picture shows an armored car recently acquired by the national guard of the state of New York for field use. The letters "A. M. E." mean First Armored Motor Battery. No. 2 is a line of New York militiamen in field uniform drawn up for inspection (photograph made on June 18). No. 3 is a picture of the commanding officers of the First brigade, national guard of the state of New Jersey. No compilation has been made by the war department indicating the exact number of men that will be produced by the militia call for possible service in Mexico. The best estimate available is that it should produce about 100,000 men, when skeleton organizations are recruited up to their minimum enlisted strength. Exclusive of the coast artillery there were on January 1, 1916, 7,700 officers and 117,862 enlisted men in the national guard, making an aggregate of 125,562. There were an additional 451 officers and 8,329 enlisted men in the militia coast artillery service, which would make a grand total of 134,423. If the guard were recruited up to its minimum strength, it would aggregate about 145,000 men. Some of the organizations called out, are not up to their required minimum enlisted strength. These are to be recruited up to minimum strength in the mobilization camps, if possible. Through such enlistment it is estimated that there should be in the neighborhood of 100,000 men produced by the call.

than it is obtaining from that source every industry in America, land or sea, will be affected.

With the proper development of the Mexican field a great relief may be expected in gasoline prices in the United States. Incidentally it may find reflection in moderating the soaring tendency of coal values. But more important than either the automobile or the coal items is the one in relation to the farm. Without the general use of the tractor and the gas engine there can be no pronounced economies in agriculture, no large increase in farm products, no broadening of the application of mechanics to the land. Americans are foremost in many lines of endeavor but not in the field of agriculture. They do not get out of the soil anything comparable to what the Germans, the French and other painstaking people do. Possibly it is because they have had so much fallow land that they never have been driven by necessity to give closer study to its problems. The introduction of machinery has lessened the burdens of the farm. Deeper plowing and more intelligent use of fertilizer has increased production. But without gasoline at a reasonable price the machine of the farm must be limited in its uses.

It is estimated that oil is used today to the extent of only 3 1/2 per cent of its reasonable employment as fuel in the United States. At equal prices oil invariably supplants coal.

What may we expect if Mexico's oil comes on the market as it should and probably as it will?

We are likely to have some new oil kings, for the wealth in oil is fabulous.

It is a matter of record that the Standard Oil made \$240,557,197.51 in the fifteen years from 1882 to 1896 inclusive and \$558,226,625.65 in the years from 1897 to 1906 inclusive. Their banner years were 1907 to 1912 inclusive, when their profits were \$802,507,551. Two-thirds of this total was made in 1910, 1911 and 1912.

And now it is predicted that the Standard Oil will make \$800,000,000 in the next three years.

Today the Standard Oil dominates America. But it does not dominate the Mexican field. Once the Standard Oil had what was practically a monopoly of production. Today its monopoly is in the refining of oil.

The Standard Oil somehow missed getting into the Mexican territory except in a small way. There are 46 companies in that greatest of all oil regions but of the lot the bulk of

FEEL BILIOUS? CALOMEL SICKENS! CLEAN LIVER AND BOWELS MY WAY

DON'T LOSE A DAY'S WORK! IF CONSTIPATED, SLUGGISH, HEAD-ACHY, TAKE A SPOONFUL OF "DODSON'S LIVER TONE."

Listen to me! Take no more sickening, salivating calomel when bilious or constipated. Don't lose a day's work!

Calomel is mercury or quicksilver which causes necrosis of the bones. Calomel, when it comes into contact with sour bile crashes into it, breaking it up. This is when you feel that awful nausea and cramping. If you are sluggish and "all knocked out," if your liver is torpid and bowels constipated or you have headache, dizziness, coated tongue, if breath is bad or stomach sour, just take a spoonful of harmless Dodson's Liver Tone.

Here's my guarantee—Go to any drug store and get a 50-cent bottle of Dodson's Liver Tone. Take a spoonful

tonight, and if it doesn't straighten you right up and make you feel fine and vigorous by morning I want you to go back to the store and get your money. Dodson's Liver Tone is destroying the sale of calomel because it is real liver medicine; entirely vegetable, therefore it can not sallow or make you sick.

I guarantee that one spoonful of Dodson's Liver Tone will put your sluggish liver to work and clean your bowels of that sour bile and constipated waste which is clogging your system and making you feel miserable. I guarantee that a bottle of Dodson's Liver Tone will keep your entire family feeling fine for months. Give it to your children. It is harmless; doesn't gripe and they like its pleasant taste.

the incalculably rich liquid treasure is in the control of the three great companies, the Mexican Petroleum, the Mexican Eagle and the Metropolitan Petroleum.—Commerce and Finance.

Your Bowels Should Move Once a Day.

A free easy movement of the bowels every day is a sign of good health. Dr. King's New Life Pills will give you a gentle laxative effect without griping and free your system of blood poisons, purify your blood, overcome constipation and have an excellent tonic effect on the entire system. Makes you feel like living. Only 25c. at drug-gists.

Optimistic Thought.
Every light has its shadow and every shadow hath a succeeding morning.

Children that are affected by worms are pale and sickly and liable to contract some fatal disease. WHITE'S CREAM VERMIFUGE expels worms promptly and puts the child on the road to health. Price 25c per bottle. Sold by Ringer Drug Co.

Cat's Paw

Rubber Heels Attached

50c

Cross Electric Shoe Shop

PHONE 125-J 8 N. Wash

WE CALL FOR AND DELIVER

G. R. Nash I. E. Maltby

Proprietors

Phone 1230—Open Day and Night

We have efficient mechanics, therefore we positively guarantee all our work.

NIGHT AND DAY GARAGE

THE AUTOMOBILE HOSPITAL

All Kinds of Automobile Repairing

Clean Storage Space, Reasonable Rates—Paige and Saxon Sales and Service Station

CRAFTREE MOTOR SALES CO.

17 A Street, S. W.

ARDMORE OKLAHOMA

J. L. WILSON TRANSFER

Goods Hauled Anywhere

Prompt and careful attention given to every order.

Storage facilities unequalled.

Phone 72

Cuticura Stops Itching Instantly

Trial Free.

Just Bathe with the Cuticura Soap, dry and apply the Cuticura Ointment

For Eczemas, Rashes,

Itchings, irritations, pimples, dandruff, sore hands and baby humors, Cuticura Soap and Ointment are supremely effective. Relief is immediate and healing, in most cases, is complete, speedy and permanent.

Sample Each Free by Mail

With 32-p. Skin Book on request. Address post-card "Cuticura, Dept. 16, Boston." Sold throughout the world.

OKLAHOMA, NEW MEXICO & PACIFIC RAILWAY COMPANY

TIME TABLE No. 7

In Effect 12:01 a. m., Feb. 27, 1916.

Supersedes Time Table No. 6 of October 6, 1915.

Westbound T. T. No. 6 Eastbound No. 3 No. 1 Effective 12:01 No. 2 No. 4

Passenger Daily Sunday Passenger Daily

Feb. 27, 1916

P.M. A.M. STATIONS A.M. P.M. Lv. Lv. Ar. Ar.

3:00 7:00 Ardmore 10:45 7:00

3:05 7:05 West Ardmore 10:40 6:55

3:30M 7:30 Lone Grove 10:15 6:30

4:05 8:05 Wilson 9:45 6:00

4:45 8:45 Ringling 9:05 5:15

P.M. A.M. STATIONS A.M. P.M. Ar. Ar. Lv. Lv.

R. W. PATTERSON, Gen. Superintendent